Virginia Department of Rail and Public Transportation

Multimodal and Public Space Design Guidelines

Steering Committee Meeting #4
February 27, 2012
Virginia Housing Center
Glen Allen, Virginia

The Multimodal and Public Space Guidelines are intended as a resource for local officials, planning professionals and the public in Virginia in making centers, corridors and regions more multimodal. The focus of this fourth steering committee meeting was on regional systems for places and their connections. The project team presented a summary of how multimodal planning could be approached in a hypothetical region. This summary included an understanding of the regional circulation system, existing and future land use, growth, transit systems, and modal transportation plans. It identified primary transit, pedestrian and bicycle routes, multimodal districts and activity centers, and presented the methodology behind the multimodal activity center types and corridor types. The steering committee members then broke into small groups and participated in an interactive exercise to apply the framework to an sample place. The participants presented and discussed their findings from the exercise. After lunch the group participated in a discussion to affirm the overall project mission and goals. Mike Royster from the Virginia Department of Health gave a presentation on the benefits of multimodal transportation on public health and social equity. Glen Slonneger from the Virginia Department for the Blind and Vision Impaired presented public space design considerations for persons who are blind or visually impaired.

The major objectives of this meeting were to:

- Present an overarching framework for regional multimodal system planning, including multimodal districts, activity centers, and corridors
- Affirm the framework through an interactive small group exercise to explore applying the methodology
- Confirm project mission and goals

Meeting Participants

1. Nick Alexandrow, Potomac & Rappahannock Transportation Commission
2. Fatemeh Allahdoust, VDOT
3. Dironna Belton, Office of Intermodal Planning and Investment
4. Mike Carroll, Greater Lynchburg Transit Company
5. Wayne Cilimberg, Albemarle County
6. Cristina Finch, Roanoke Valley-Alleghany Regional Commission
7. Kathy Finniff, VRT
8. Marsha Fiol, VDOT Transportation and Mobility Planning Division (TMPD)
9. Anthony Foster, DRPT
10. Robin Grier, VDOT TMPD/ VASITE
11. Matthew Kennedy, Arlington Co. Dept. of Environmental Services Transportation Division
12. Mike Latiff, Amtrak Stations Development/ ADA Program
13. Nancy Lo, VA Department for the Aging
14. Joyce Mason-Goode, Petersburg Area Transit
15. Mark McGregor, Virginia Regional Transit Association
16. Steve McNally, Greater Richmond Transit
17. Sandi McNinch, VA Economic Development Partnership
18. Clara Meier, Middle Peninsula Planning District Commission

19. Peter Ohlms, Virginia Center for Transportation Innovation and Research
20. Benito Perez, Hampton Roads Transportation Planning Organization
21. Daniel Reese, FAMPO/ GW Regional Commission
22. Mike Royster, Virginia Department of Health
23. Mark Schnaufer, City of Virginia Beach
24. Brad Sheffield, JAUNT, Inc
25. Keith Sherrill, VA Department of Housing and Community Development
26. Glen Slonneger, VA Department for the Blind and Vision Impaired
27. Patricia Villa, Virginia Transit Association
28. William Wuensch, VASITE
29. Lee Yolton, Richmond Regional MPO/ PDC

Teleconference Participants

1. Megan Cummings, City of Alexandria

Summary of Key Themes from Discussion:

- Although complex, the framework presented by the project team and tested in the small groups was seen as useful for regional planning.
- Establishing modal priorities is a critical part of the guidelines. Not all modes need to be emphasized on all corridors, but all modes should have a connected network throughout the region. Similarly, a complete "corridor" may extend beyond the boundaries of a single street.
- Facilities and land uses that are traditionally not multimodal (e.g. interstates, airports, and industrial areas) need to be addressed.
- Transit dependent populations may not be located within multimodal districts or activity centers, but should be incorporated into the process.
- Once developed, the committee would like to see training sessions or webinars for the rollout effort.

Detailed Notes from General Discussion:

- Need to accommodate guidance for existing and proposed placetypes
- How do these guidelines relate to UDAs?
- Are these tied to traffic volumes?
    - Yes…and looking at other modal capacity as well
- Look at Tyson's Corner plan as an example
- VDOT 4' bike lanes
    - Guidelines say 5-7' bike lanes
    - Some conflicts occur if they are too big?
- NCHRP 3-70 MMLOS
    - Engage ITE to apply?
- Modal priorities
    - How to accommodate/plan for trucks??
    - Consider evaluating truck routes, delivery routes and multimodal corridors
    - Using alleys??
- Will the guidelines support 'Road diets'?

- Maintenance formulas tied to lane mile = disincentive to road diets
- Creating tool that could be used for prioritizing public investments for multimodal districts/corridors
    - Connect w/ project prioritization
- Can be a tool for long range planning
- Park & Ride lots … thinking about these facilities from a multimodal perspective – not just access by auto
    - TDM guidelines to include this issue

Group Exercise Input

- Are Interstates Multimodal Through Corridors?
- Need transit access to Airport?
- Need connections over/under interstates
- Some consideration of land use – e.g. industrial not a good area for Multimodal Center
- Consider the needs of transit dependent populations – may be low density
- Helps prioritize modes and investments
- Look at modal "emphasis" – modes should not compete
- Need to acknowledge preferences from public input
- Note that on a system level, not every mode needs to be on every corridor
- Note that location of Activity Centers will be informed by local planners and community input
- Important to relate modal planning to a Regional Plan/Systems Plan
- Note complete "corridor" may extend beyond a single street
- Framework helps prioritize public investments
- Benefit of consistent vocabulary
- Helps State to be recognized as multimodal innovator
- Beneficial framework for a long range transportation plan

Affirmation of Project Mission and Goals

- Do a phased approach to "Rollout" work with small groups at first – training sessions, webinars
    - (VTA, VAMPO?, PDCs?)
- Suggest grant program to help implement multimodal plans and technical assistance
- Consider concept of sustainability in context of aging population and energy costs
- Add expanding travel "choices" to goals
- Add benefit of business creation for bike/ped industries and tourism
- Describe benefits for prioritizing public investment
- Utility/Viability /Economic Vitality
    - (Hampton Roads project prioritization process)
- Careful of "cost efficiency" as a benefit – use "appropriate" investments/use of public funds
- Need to define multimodal – which modes? Surface Transportation only?
- Need examples of real-life benefits
- Look at Virginia Grand Driver program on VA Dept. of Aging
- Look at youth population too
- Add transit dependent analysis and Health Impact Assessments as part of systems analysis